

The China Mail.

Established February, 1845.

Vol. XL. No. 6555.

號八月七日四十八年八月一號

HONGKONG, MONDAY, JULY 28, 1884.

日初七月六日申甲

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. Atkin, 11 & 12, Clement's Lane, Lombard Street, E.C. George Street & Co., 39, Cornhill, Gordon Street & Co., 39, Cornhill, E.C. G. Parker & Son, 17, Walbrook, E.C. H. H. & Co., 37, Walbrook, E.C. SAMUEL DEACON & Co., 150 & 154, Landerhill Street, E.C.

PARIS AND EUROPE.—GALLIEN & PARIS, 36, Rue Lafayette, Paris.

NEW YORK.—ATKINSON WIND, 21, Park Row.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOWRIE, Melbourne and Sydney.

SAN FRANCISCO, and American Ports generally.—BEAN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAYLE & Co., Square, Singapore. C. HEINRICH & Co., 10, Singapore.

CHINA.—Mackay, Messrs. A. A. de MELLO & Co., Shanghai. J. C. Wilson, Wilson & Co., Foochow. H. H. & Co., Shanghai. L. A. Crawford & Co., and Kelly & Walsh, Yokohama. LANE, CRAWFORD & Co.

Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$7,000,000.

RESERVE FUND, \$4,354,910.

COURT OF DIRECTORS.

Chairman—A. P. MORSE, Esq.

Deputy Chairman—Hon. F. D. SIMON.

C. D. BOTTOMLEY, M. G. GRAY, Esq.

H. L. DALMUYLME, Hon. W. K. KNIGHT,

J. M. MOYER, Esq.

W. H. FORBES, Esq.

CHIEF MANAGER.

Hongkong, Thomas JACKSON, Esq.

MANAGER.

Shanghai, E. W. CAMERON, Esq.

LONDON BANKERS, London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:

For 3 months, 3 per cent per annum.

6 " 4 " per cent. "

12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.

Orders granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,

Chief Manager.

Hongkong, July 14, 1884. 1161

Notices of Firms.

NOTICE.

WE have this day admitted as a PARTNER in our Firm Mr. WILLIAM SNELL ORK.

Our Friends now are Mr. THOMAS DEAS BOYD, Mr. EDWARD NEILSON ROSE, Mr. THOMAS COVIL and Mr. WILLIAM SNELL ORK.

BOYD & Co.

Amoy, 1st July, 1884. 1086

Intimations.

A RETIRED MILITARY OFFICER, of high rank, who speaks FRENCH, ENGLISH, and CHINESE fluently, is prepared to take up the CHINESE AGENCY of any respectable Manufacturing Firm for the sale of all kinds of MACHINERY, SHIPS, and WEAPONS of WAR.

Address, W. K.,

one of OFFICES of THIS FIRM,

Hongkong, July 23, 1884. 1223

1450 Prizes, \$50,000. 1450 Prizes

THE SYDNEY JOCKEY CUP.

TURF CLUBS MELBOURNE CUP.

CONSULTATION—1884.

Mr. T. JACKSON, Esq.

Each.

To be run on the Flemington Race Course,

Melbourne, in November, 1884.

CUP.

Beg to inform the Sporting Public of China that they have made arrangements for holding a \$50,000 CONSULTATION for the forthcoming METSOPHORE Cup of 1884, when about 1,450 Prizes will be awarded to the fortunate Holders of the winning Numbers. The Highest Prize being \$30,000, and the Lowest, \$10. Less 15 per cent for expenses. Winning Numbers can be forwarded for payment or collection to the Manager of any Bank, either in Sydney (N. S. Wales), or Melbourne (Victoria). Drawings will take place under the Committee of Management, about four days before the Day of the Race. Results will be forwarded to all Subscribers. Any Subscribers, can be present at the drawings, either personally or by proxy, or may apply to the Secretary in writing, Add 1/1 for Reference. Drafts or B. O. O. Orders to be made payable to James WALLACE, Secretary, S. J. T. C., 200, Oxford Street, Sydney, Australia. 224

DRY DOCK AND PATENT SLIP,

NAGASAKI.

THE Undersigned have been appointed AGENTS FOR THE IMPERIAL GOVERNMENT DOCK AND PATENT SLIP, at Nagasaki, and are prepared to supply Tenders for the DOCKING, CLEANING, PAINTING, &c., of VESSELS. The EXPERT WORKS in connection with the Dockyard are under the direction of experienced ENGINERS and possess all the necessary appliances for MARINE and SHIPS' MACHINERY.

HOLME, BINGER & Co.

Nagasaki, March, 1884. 649

Intimations.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE.

TENDERS for the CONSTRUCTION of an IRON LIGHTER of 250 TONS CAPACITY will be Received by the Under-signed, until Noon, on FRIDAY, the 1st August next. Full Particulars can be obtained at the OFFICE of the Company. The Directors do not bind themselves to accept the lowest or any Tender.

By Order, T. ARNOLD, Acting Secretary.

Hongkong, July 21, 1884. 1208

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Thirty-Sixth Ordinary Half-Yearly MEETING of SHAREHOLDERS in the Company will be held at the OFFICE of the Company, No. 52, Queen's Road, on FRIDAY, the 1st August, at Three o'clock in the Afternoon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

The Transfer BOOKS of the Company will be CLOSED from the 18th Instant to the 1st August, inclusive.

By Order of the Board of Directors, T. ARNOLD, Acting Secretary.

Hongkong, July 12, 1884. 1183

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Eighteenth Ordinary MEETING of SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on THURSDAY, the 31st Instant, at 4 o'clock p.m., for the purpose of presenting the Report of the Directors, and Statement of Accounts to 30th April last, and of declaring Dividends.

The Transfer BOOKS of the Company will be CLOSED from the 18th to the 31st Instant, both days inclusive.

By Order, W. H. RAY, Secretary.

Hongkong, July 9, 1884. 1133

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturday, 10 to 1.

2.—The Assets of the Hongkong and Shanghai Banking Corporation will form a direct security for the repayment of sums deposited in the above Bank.

3.—Sums less than \$1, or more than \$250 at one time will not be received. No deposit or withdrawal of more than \$1,500 in any one year.

4.—Deposits may be on behalf of relations, of trusts, &c., in addition to the depositor's own account.

5.—Persons desirous of saving sums less than a dollar may do so by affixing clean ten-cent stamps to a form to be obtained at the Bank or at the Post Office. When the form is presented with ten clean stamps the depositor will be credited one dollar.

6.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation in fixed deposit for 12 months at 5 per cent per annum interest.

7.—Deposits may be forwarded from the Ports by means of clean Hongkong Postage Stamps of any values.

8.—Interest at the rate of 3 per cent per annum will be allowed to depositors on their daily balances.

9.—Each Depositor will be supplied gratis with a Pass-Book, which must be presented with each deposit or withdrawal. Depositors must not make any entries in their Pass-Books, but should send them to be written up at least once a year, about the beginning of January and beginning of July.

10.—Covers containing Pass-Books, Registered Letters containing Stamps or other Remittances, and generally, correspondence as to the business of the Bank will, if marked *On Hongkong Savings' Bank Business*, be forwarded free of Postage or Registration Fees by the various British Post Offices in Hongkong and China.

11.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

12.—All documents connected with the business of the Savings' Bank are exempt from stamp duty.

For the HONGKONG & SHANGHAI BANKING CORPORATION.

T. JACKSON, Chief Manager.

Hongkong, April 26, 1884. 118

WITH Reference to the above, BUSINESS will be commenced on the 1st May, 1884.

For the HONGKONG & SHANGHAI BANKING CORPORATION.

T. JACKSON, Chief Manager.

Hongkong, April 26, 1884. 118

WILLIAM DOLAN, SAIL-MAKER & SHIP-CHANDLER, 29, Praya Central.

COTTON DUCKS, HEMP CANVAS, MANILA HOPE, BUCAYO, OAKUM, LIFE-BUOYS, WORK JACKETS, &c., &c., &c.

Hongkong, May 1, 1884. 109

DRY DOCK AND PATENT SLIP,

NAGASAKI.

THE Under-signed have been appointed AGENTS FOR THE IMPERIAL GOVERNMENT DOCK AND PATENT SLIP, at Nagasaki, and are prepared to supply Tenders for the DOCKING, CLEANING, PAINTING, &c., of VESSELS. The EXPERT WORKS in connection with the Dockyard are under the direction of experienced ENGINERS and possess all the necessary appliances for MARINE and SHIPS' MACHINERY.

HOLME, BINGER & Co.

Nagasaki, March, 1884. 649

For Sale.

NEW SEASON'S TEA.

LANE, CRAWFORD & Co. have Received their Supply of their well-known PRESENT TEA

THE CUMSHAW MIXTURE'

in 5 and 10 Catty Boxes.

They are now forwarding the first parcel to England, and will be obliged by Orders from those who desire to have

Boxes sent to their friends.

PRICE—\$7.50 per 5-catty Box) delivered FREE to any address \$12.00, 10-catty, in the United Kingdom.

Hongkong, June 30, 1884. 1038

NOTICE.

SAYLE & Co. beg to inform their Customers and the Public in general that in consequence of the Death of the Senior PARTNER, the BUSINESS carried on in HONGKONG will be CLOSED.

On or before the 31st day of August Next,

AND THE WHOLE OF THE STOCK is now offered at a REDUCTION of 25 per Cent. on the Marked Prices.

Special terms will be made for parcels of Goods over \$100 in value purchased at one time.

All Sales from this date will be for Cash only. Customers are requested to make immediate Payment of Amounts due by them to the late Firm.

SAYLE & Co., VICTORIA EXCHANGE, HONGKONG.

Hongkong, June 9, 1884. 951

NOTICE.

OVERSTRUNG TRICHORD COTTAGE STOCK is now offered at a REDUCTION of 25 per Cent. on the Marked Prices.

PLANOS,

by NEUMAYER & Co., WEIDENSLAUFER & ROSENKRANZ.

Specially manufactured for this climate.

COMPLETE IRON FRAME AND TUNING PLATE

For Sale.

MacEWEN, FRICKEL & CO.
No. 53, Queen's Road East,
(OPPOSITE THE COMMISARIAT),
ARE NOW LANDING
FROM AMERICA.

CALIFORNIA
RACKER
COMPANY'S BISCUITS in 5 lb
tins, and loose.
Soda BISCUITS.
Assorted BISCUITS.

Small HOMINY.
Cracked WHEAT.
OATMEAL.
CORNMEAL.

TOPCAN BUTTER.
Eastern and California CHEESE.

CODFISH. Bonitas.
Prime LAMS and EAGLE

Eagle Brand Condensed MILK.
Family BEEF in 25 lb cans.

Beef Ideal SALMON in 5 lb cans.
Cutting's Dessert FRUITS in 24 lb cans.

Assorted Canned VEGETABLES.

Potted SAUSAGE and Sausage
MEAT.

Stuffed PEPPERS.

Assorted SOUPS.

Richardson & Robbie's Celebrated Potted
MEATS.

Lunch HAM.
Lamb TONGUES.
Claw CHOWDER.
Fresh OREGON SALMON.
Dried APPLES.

TOOTOOES.

Maple SYRUP.

Golden SYRUP.

LOBSTERS.

OYSTERS.

HONEY.

FAIRBANKS' SCALES.

400 lb. Capacity.

600 lb.

900 lb.

1,200 lb.

AGATE IRON WARE.
INSERTION RUBBER.
TUCK PATENT PACKING.

HITCHCOCK HOUSE LAMPS.

PERFECTION STUDENT LAMPS.

LAWN BOWLS.

PNEUMATIC RIFLES.

REVOLVERS.

DERINGERS.

PAINTS and OILS.

TALLOW and TAR.

VARNISHES.

Ex late Arrivals from
ENGLAND.

A LARGE ASSORTMENT OF
S T O R E S,

including:

ALMONDS and RAISINS.
FRENCH PLUMS.
TUNISON'S DESSERT FRUITS.
JORDAN ALMONDS.

FINE YORK HAMS.
PICNIC TONGUES.
BREAKFAST TONGUES.
PATE DE FOIE GRAS.

Digby CHICKS.
Yarmouth BLOATERS.
Kippered HERRINGS.
Herrings in SARDINES.

LEISU BACON in tins.

COCOTINA.

van HOUTEN'S COCOA.

EFU'S COCOA.

SPARTAN

COOKING STOVES.

CLARETS—

CHATEAU MARGAUX.

CHATEAU LA TOUTE, pints and quarts.

RED GRAVES, "

BREAKFAST CLARET, "

SHERRIES & PORT—

SACONE'S MANZANILLA & AMON-

TILLADO.

SACONE'S OLD INVALID PORT

(1848).

HUNT'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.

1 and 3-star HENNESSY'S BRANDY.

COUVROISIER'S BRANDY.

FINE OLD BOURBON WHISKY.

ROYAL GLENDEE WHISKY.

BOURG'S OLD TOM.

E. & J. BURKE'S IRISH WHISKY.

ROSE'S LIME JUICE CORDIAL.

NOLLY PRAT & CO.'S VERMOUTH.

JAMES'S WHISKY.

MARSHAL'S WHISKY.

EASTERN OIDER.

CHARTREUSE.

MARASCHINO.

CURAÇAO.

ANGOSTURA BOKER'S and ORANGE

BITTERS.

&c., &c., &c.

BASS'S ALE, bottled by CAMERON and
SAUNDERS, pints and quarts.

GUINNESS'S STOUT, bottled by E. &
J. BURKE, pints and quarts.

DRAUGHT ALE and PORTER, by the
Gallon.

ALE and PORTER, in hogsheads.

SPECIALLY SELECTED

C I G A R S.

Fine New Season's CUMSHAW TEA, in
5 catty Boxes.

BREAKFAST CONGOU @ 25 cents p. lb.

MILITARY PATENT FIRE-PROOF
SAFES, CASH and PAPER
BOXES, at Manufacturer's Prices.

Hongkong, June 14, 1884.

Notices to Consignees.

UNION LINE.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, PENANG
AND SINGAPORE.

THE Steamship *Altairia*, Captain
Bouver, having arrived from the above
Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading to
the Undersigned for countersignature, and to
take immediate delivery of their Goods
from alongside.

Cargo impeding the discharge of the
Steamer will be taken landed and stored at
Consignee's risk and expense, and no
Fire Insurance will be effected.

Optional Cargo will be forwarded on
Yachts, notice to be given before MONDAY, 29th Inst., at Noon.

All Claims against the Steamer must be
presented to the Undersigned on or before
the 2nd August, or they will not be re-
cognized.

RUSSELL & CO.,
Agents.

Hongkong, July 26, 1884.

STEAMSHIP NATAL.

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo per Steamship
Gauge, from London, in con-
nection with the above Steamer, are
hereby informed that their Goods—with
the exception of Opium, Treasure and
Valuables—are being landed and stored at
their risk at the Company's Godowns,
where delivery may be obtained im-
mediately after landing.

Optional Cargo will be forwarded on
unless intimation is received from the Con-
signees before 2 o'clock Today (Wednesday),
requesting it to be landed here.

Each Lading will be counterchecked by
the Undersigned.

Cargo remaining unclaimed after Fri-
day, the 1st August, at Noon, will be
subject to rent and landing charges at 1
cent per package per diem.

All Claims must be sent in to me before
the 2nd August or they will not be re-
cognized.

No Fire Insurance has been effected.

J. MARTIN,
Acting Agent.

Hongkong, July 23, 1884.

To-day's Advertisements.

D. K. GRIFFITH & CO.

MANUFACTURERS OF THE LONDON
M A R I N A T E D W A T E R S,

Have REMOVED from the BIRCHFIELD
ARCADE to larger Premises

1, DUDDELL STREET,

Where they continue to Supply:

SODA WATER, LEMONADE,
TONIC, GINGERADE,
Seltzer, RASPBERRYADE,
&c., &c., &c.

At the same Moderate Charges.

D. K. GRIFFITH,
Proprietor.

Hongkong, July 28, 1884.

THE CHINA & MANILA STEAMSHIP
COMPANY, LIMITED.

FOR MANILA F.I. AMOY.

The Co's Steamship
Altairia.

Captain TALBOT, will be
despatched for the above
Ports on WEDNESDAY, the 30th Inst., at
5 p.m.

For Freight or Passage, apply to

RUSSELL & CO.,
General Managers.

Hongkong, July 28, 1884.

Vessels Advertised as Loading.

Destination.

Vessels.

Captain.

Agents.

Date of Leaving.

SHARE LIST—QUOTATIONS.

Stocks.

Value.

Last up.

Reserve.

Last in account.

Dividend.

Closing Quotations.

Stocks.

Value.

Last up.

Reserve.

Last in account.

Dividend.

Closing Quotations.

Stocks.

Value.

Last up.

Reserve.

Last in account.

Dividend.

Closing Quotations.

Stocks.

Value.

Last up.

Reserve.

Last in account.

Dividend.

Closing Quotations.

Stocks.

Value.

Last up.

Reserve.

Last in account.

Dividend.

Closing Quotations.

Stocks.

Value.

Last up.

Reserve.

Last in account.

Dividend.

Closing Quotations.

Stocks.

Value.

Last up.

Reserve.

Last in account.

Dividend.

Closing Quotations.

The "Tainan" on Shore.—PROBLEME TOTAL LOSS.

News has been received here that the Messageries Maritimes Company's Steamer *Tainan*, well known as a French mail boat running between here and Yokohama, has gone on shore on Vridi Island, about 40 miles distant from Yokohama. One telegram says she is in danger; another describes her as being badly ashore and likely to become a total loss. The *Tainan* was a vessel of 1,750 tons.

Racing.

After the scratch race which took place on the 4th instant, a great discussion arose as to the respective merits of *Shamrock* and *Major*, and in spite of the two easy victories of the brown, there were not wanting those who were of opinion that Mr. St. Vincent's grey was the better pony of the two. One of the reasons assigned for the easy success of *Shamrock* was the magnificent riding he had. However, very many were of opinion that if the course had been dry the positions of *Shamrock* and *Major* would have been reversed, as it is well known that *Shamrock's* particular forte is mud, in which element *Major* is of no use whatever, and *Major's* particular forte is a dry course, on which *Shamrock* is not of much account, so there was a deal of chin music, as there ever is on these occasions, interspersed with a lot of "if's" the everlasting "if's" of racing—and the outcome of it all was that a match was arranged between *Major* and *Shamrock* to come off on a dry course.

This was not altogether devoid of a certain amount of disadvantageous to *Shamrock*, more especially as it was arranged that he was to carry a 10.7 jockey, whereas *Major* was to be piloted by a young gentleman of the gentle and delicate weight of 0.6. Time went on, and the match was put off; then it was put on again; then it began to rain. The sport-loving folk of Hongkong had made a few small bets on the result of the race, and a little interest was taken in the affair. It was announced for last Saturday afternoon, but as the course was not quite dry, the owner and jockey of *Major* declined to allow that noble animal to perform. However the public were getting impatient and as there had been no rain since Saturday the match was arranged to come off this afternoon, which it did. Mr. Trigg kindly had the rails removed and officiated as starter and judge.

The result of the race was:

Major Sampson 1*Shamrock* Easer 2

After one false start the two ponies were dispatched on even terms and kept together until the Black Rock, where *Major* came away with the greatest ease and won handily by three lengths. The difference in weights was about one stone in *Major's* favor. *Shamrock* went very short in his preliminary canter and made altogether such a bad show that we inclined to think there was a screw loose with the old pony.

CORRESPONDENCE.

To the Editor of the "CHINA MAIL."

Hongkong, July 26.

DEAR SIR.—It has seldom been my lot to read a more decadent and invertebrate political louder than the one which on Friday adorned the columns of your morning contemporary. The whole article is tinged with the Gladstone hatred, which is a marked feature of all Jingis, and is apparently based on nothing better than the writer's moral conviction. The production is a fair specimen of the fiery toro's usual acquaintance with facts, and betrayes the smallest amount of political knowledge and perspicacity. The writer starts with the same assumption, born and bred of political ignorance, that every one who has not been converted by him is convinced that the sole object of the present administration is to remain in office. The public are assured that the Government, as it stands, is entirely neglectful of its duties. This is indeed but the natural outcome of the complete absence of patriotism and inordinate love of office and patronage which has suddenly become the distinctive mark of what is to *Tory* eyes the Liberal boast. Any reader of Mr. Gladstone's noble speech on the affirmation bill can hardly consistently accuse him of excessive desire for office. Such desires of remaining in power as he may have are doubtless the outcome of his legitimate belief in himself and in his colleagues, the belief that the present administration is conducted, as far as practicable, according to those eternal laws of right which alone can make any policy at once wise, righteous, and enduring. But to deal with the other accusations of your contemporary which are:

That the Navy is starved.

That the Colonies are not properly protected and that no steps are being taken to put them into a proper state of defence.

Fortunately the charge of neglecting the navy was made against the Gladstone Ministry by the Marquess of Salisbury in his last speech in the House of Commons. I say "unfortunately" because the charge gave Lord Northbrook in his capacity as First Lord of the Admiralty the opportunity of officially stating the facts of the case. In his masterly reply Lord Northbrook stated that during the late Gladstone administration preparations were made for adding to the navy, by construction or purchase of some iron-clads, whilst in the same space of time France added fourteen ironclads to her fleet. But since the Liberal Party have taken the reins of office they have made provision for the building of two ironclads for every vessel laid down purchased by the French Government. The Government regretted that the late administration had allowed the margin of naval superiority to be so considerably diminished and were determined to increase, vigour and additional expenditure not only to restore but to increase that margin of superiority on which our naval supremacy rests. The measures taken, have yet not been made public but two or three interesting facts remain which may be roughly summarized. The Gladstone Ministry allowed France to add thirteen ironclads to her fleet, whereas the Gladstone administration have added two ironclads. Under the Gladstone administration no grant was spent on armoured-plate con-

struction as compared with the amount spent in the same period by the Gladstone Ministry. It is found to be doubtful. The amount spent on our forces naval and military was the financial year.

75-80 about £27,200,000
8-81 " 227,160,000
82-83 " 228,730,000
82-83 " 230,300,000

Seeing this steadily increased expenditure on our forces under the Liberal Government it is very difficult to see the reason for the charge of starving the navy which we at present spend nearly £4,000,000 more than the Tories. With reference to the much vexed question of the adequate fortification of our Colonies the article in the *Daily Press* contradicts itself and contains its own refutation as to the responsibility for the alleged neglect rests with the present government. We are told that Lord Beaconsfield boasted of the chain of ocean fortresses possessed by England but which existed only in his own productive imagination. But why did not the late government make good the proud boast of their chief and put the colonies in a state of defence? This could not have been done in a few short weeks or months but during the six and half years when Jingis was rampant, its steps necessary for the construction of proper fortifications were not taken. The present Ministry are not much given to Jingis, but according to the testimony of Sir F. Weld they are at present giving the question their serious consideration. The new fortifications were commenced at Aden only six months after Captain Lewis completed his report. This half year's interval, a period of time the eyes of the *Daily Press*, seems to imagine that the construction of ordnance, not a few entailing great expenditure is a matter requiring proportionately less thought and consideration than the purchase of a box of hats or a new coat. The present government is condemned for this inaction and the outcome of it all was that a match was arranged between *Major* and *Shamrock* to come off on a dry course.

This was not altogether devoid of a certain amount of disadvantageous to *Shamrock*, more especially as it was arranged that he was to carry a 10.7 jockey, whereas *Major* was to be piloted by a young gentleman of the gentle and delicate weight of 0.6. Time went on, and the match was put off; then it began to rain.

The sport-loving folk of Hongkong had made a few small bets on the result of the race, and a little interest was taken in the affair. It was announced for last Saturday afternoon, but as the course was not quite

dry, the owner and jockey of *Major* declined to allow that noble animal to perform.

However the public were getting impatient and as there had been no rain since Saturday the match was arranged to come off this afternoon, which it did. Mr. Trigg kindly had the rails removed and officiated as starter and judge.

The result of the race was:

Tory Administration ... 1877, 76, '79 & '80
Total Expenditure ... £250,000,000
Debt Paid £7,987,000
Cost of Col. ... 31,532,000
Secting ... 23,807,000
Revenue ... 31,704,000

Actual Ordinary Expenditure £221,700,000

Liberal Administration ... 1880, '81, '82 & '83
Total Expenditure ... £250,000,000
Debt Paid £23,908,000
Cost of Col. ... 23,532,000
Secting ... 55,460,000

Actual Ordinary Expenditure £203,540,000

We thus have a balance in favour of Liberal Finance of £18,160,000. In these four years the present government have also paid off £23,900,000 of the National Debt so that the balance is £43,386,000 for that year. Taking another view of the case let us look at the increase of National Expenditure during the last 25 years. The total income amounts to £24,913,000; of this the 9 years of Tory Administration have to answer for £14,233,000, or £1,600,000 per year, leaving the 16 years of Liberal Administration an account for £10,679,000, or £700,000 a year. The later increase has been mainly incurred by additional expenditure on the military and naval forces of the United Kingdom, whereas the four-fold a custer millions of the Tory administration was, for the most part, squandered in a series of unnecessary wars, as in Zululand, in that political crime and blunder the scientific frontier, with its consequent outbreak of Afghanistan, in the theatrical putting of an Indian contingent at Malta and Ceylon, and the so-called naval demonstration at Boscombe.

But by adding a little more closely the 9 years of British finance we get still more instructive lesson. During the 9 years of Tory domination there were no surprises amounting altogether to £2,354,000, but there were no less than five deficits over and above the surplus, amounting to £9,433,000 so that the excess of deficits over surpluses amounted to £7,089,000 or an average yearly deficit of £743,556. In striking contrast to this are the 10 years of Liberal finance, which they have had off, and it is to be noted that this £59,000,000 does not include the reduction of the national debt. That is sufficient evidence to the soundness of the Liberal administration. The ministry is a fair specimen of the fiery toro's usual acquaintance with facts, and betrayes the smallest amount of political knowledge and perspicacity. The writer starts with the same assumption, born and bred of political ignorance, that every one who has not been converted by him is convinced that the sole object of the present administration is to remain in office. The public are assured that the Government, as it stands, is entirely neglectful of its duties. This is indeed but the natural outcome of the complete absence of patriotism and inordinate love of office and patronage which has suddenly become the distinctive mark of what is to *Tory* eyes the Liberal boast. Any reader of Mr. Gladstone's noble speech on the affirmation bill can hardly consistently accuse him of excessive desire for office. Such desires of remaining in power as he may have are doubtless the outcome of his legitimate belief in himself and in his colleagues, the belief that the present administration is conducted, as far as practicable, according to those eternal laws of right which alone can make any policy at once wise, righteous, and enduring. But to deal with the other accusations of your contemporary which are:

That the Navy is starved.

That the Colonies are not properly

protected and that no steps are being

taken to put them into a proper state

of defence.

Fortunately the charge of neglecting the navy was made against the Gladstone Ministry by the Marquess of Salisbury in his last speech in the House of Commons. I say "unfortunately" because the charge gave Lord Northbrook in his capacity as First Lord of the Admiralty the opportunity of officially stating the facts of the case. In his masterly reply Lord Northbrook stated that during the late Gladstone administration preparations were made for adding to the navy, by construction or purchase of some iron-clads, whilst in the same space of time France added fourteen ironclads to her fleet. But since the Liberal Party have taken the reins of office they have made provision for the building of two ironclads for every vessel laid down purchased by the French Government. The Government regretted that the late administration had allowed the margin of naval superiority to be so considerably diminished and were determined to increase, vigour and additional expenditure not only to restore but to increase that margin of superiority on which our naval supremacy rests. The measures taken, have yet not been made public but two or three interesting facts remain which may be roughly summarized. The Gladstone Ministry allowed France to add thirteen ironclads to her fleet, whereas the Gladstone administration have added two ironclads. Under the Gladstone administration no grant was spent on armoured-plate con-

struction as compared with the amount spent in the same period by the Gladstone Ministry. It is found to be doubtful. The amount spent on our forces naval and military was the financial year.

75-80 about £27,200,000
8-81 " 227,160,000
82-83 " 228,730,000
82-83 " 230,300,000

Seeing this steadily increased expenditure on our forces under the Liberal Government it is very difficult to see the reason for the charge of starving the navy which we at present spend nearly £4,000,000 more than the Tories. With reference to the much vexed question of the adequate fortification of our Colonies the article in the *Daily Press* contradicts itself and contains its own refutation as to the responsibility for the alleged neglect rests with the present government. We are told that Lord Beaconsfield boasted of the chain of ocean fortresses possessed by England but which existed only in his own productive imagination. But why did not the late government make good the proud boast of their chief and put the colonies in a state of defence? This could not have been done in a few short weeks or months but during the six and half years when Jingis was rampant, its steps necessary for the construction of proper fortifications were not taken. The present Ministry are not much given to Jingis, but according to the testimony of Sir F. Weld they are at present giving the question their serious consideration. The new fortifications were commenced at Aden only six months after Captain Lewis completed his report. This half year's interval, a period of time the eyes of the *Daily Press*, seems to imagine that the construction of ordnance, not a few entailing great expenditure is a matter requiring proportionately less thought and consideration than the purchase of a box of hats or a new coat. The present government is condemned for this inaction and the outcome of it all was that a match was arranged between *Major* and *Shamrock* to come off on a dry course.

This was not altogether devoid of a certain amount of disadvantageous to *Shamrock*, more especially as it was arranged that he was to carry a 10.7 jockey, whereas *Major* was to be piloted by a young gentleman of the gentle and delicate weight of 0.6. Time went on, and the match was put off; then it began to rain.

The sport-loving folk of Hongkong had made a few small bets on the result of the race, and a little interest was taken in the affair. It was announced for last Saturday afternoon, but as the course was not quite

dry, the owner and jockey of *Major* declined to allow that noble animal to perform.

However the public were getting impatient and as there had been no rain since Saturday the match was arranged to come off this afternoon, which it did. Mr. Trigg kindly had the rails removed and officiated as starter and judge.

The result of the race was:

Tory Administration ... 1877, 76, '79 & '80
Total Expenditure ... £250,000,000
Debt Paid £7,987,000
Cost of Col. ... 31,532,000
Secting ... 23,807,000
Revenue ... 31,704,000

Actual Ordinary Expenditure £221,700,000

Liberal Administration ... 1880, '81, '82 & '83
Total Expenditure ... £250,000,000
Debt Paid £23,908,000
Cost of Col. ... 23,532,000
Secting ... 55,460,000

Actual Ordinary Expenditure £203,540,000

We thus have a balance in favour of Liberal Finance of £18,160,000. In these four years the present government have also paid off £23,900,000 of the National Debt so that the balance is £43,386,000 for that year. Taking another view of the case let us look at the increase of National Expenditure during the last 25 years. The total income amounts to £24,913,000; of this the 9 years of Tory Administration have to answer for £14,233,000, or £1,600,000 per year, leaving the 16 years of Liberal Administration an account for £10,679,000, or £700,000 a year. The later increase has been mainly incurred by additional expenditure on the military and naval forces of the United Kingdom, whereas the four-fold a custer millions of the Tory administration was, for the most part, squandered in a series of unnecessary wars, as in Zululand, in that political crime and blunder the scientific frontier, with its consequent outbreak of Afghanistan, in the theatrical putting of an Indian contingent at Malta and Ceylon, and the so-called naval demonstration at Boscombe.

But by adding a little more closely the 9 years of British finance we get still more instructive lesson. During the 9 years of Tory domination there were no surprises amounting altogether to £2,354,000, but there were no less than five deficits over and above the surplus, amounting to £9,433,000 so that the excess of deficits over surpluses amounted to £7,089,000 or an average yearly deficit of £743,556. In striking contrast to this are the 10 years of Liberal finance, which they have had off, and it is to be noted that this £59,000,000 does not include the reduction of the national debt. That is sufficient evidence to the soundness of the Liberal administration. The ministry is a fair specimen of the fiery toro's usual acquaintance with facts, and betrayes the smallest amount of political knowledge and perspicacity. The writer starts with the same assumption, born and bred of political ignorance, that every one who has not been converted by him is convinced that the sole object of the present administration is to remain in office. The public are assured that the Government, as it stands, is entirely neglectful of its duties. This is indeed but the natural outcome of the complete absence of patriotism and inordinate love of office and patronage which has suddenly become the distinctive mark of what is to *Tory* eyes the Liberal boast. Any reader of Mr. Gladstone's noble speech on the affirmation bill can hardly consistently accuse him of excessive desire for office. Such desires of remaining in power as he may have are doubtless the outcome of his legitimate belief in himself and in his colleagues, the belief that the present administration is conducted, as far as practicable, according to those eternal laws of right which alone can make any policy at once wise, righteous, and enduring. But to deal with the other accusations of your contemporary which are:

That the Navy is starved.

That the Colonies are not properly

protected and that no steps are being

taken to put them into a proper state

of defence.

Fortunately the charge of neglecting the navy was made against the Gladstone Ministry by the Marquess of Salisbury in his last speech in the House of Commons. I say "unfortunately" because the charge gave Lord Northbrook in his capacity as First Lord of the Admiralty the opportunity of officially stating the facts of the case. In his masterly reply Lord Northbrook stated that during the late Gladstone administration preparations were made for adding to the navy, by construction or purchase of some iron-clads, whilst in the same space of time France added fourteen ironclads to her fleet. But since the Liberal Party have taken the reins of office they have made provision for the building of two ironclads for every vessel laid down purchased by the French Government. The Government regretted that the late administration had allowed the margin of naval superiority to be so considerably diminished and were determined to increase, vigour and additional expenditure not only to restore but to increase that margin of superiority on which our naval supremacy rests. The measures taken, have yet not been made public but two or three interesting facts remain which may be roughly summarized. The Gladstone Ministry allowed France to add thirteen ironclads to her fleet, whereas the Gladstone administration have added two ironclads. Under the Gladstone administration no grant was spent on armoured-plate con-

struction as compared with the amount spent in the same period by the Gladstone Ministry. It is found to be doubtful. The amount spent on our forces naval and military was the financial year.

75-80 about £27,200,000
8-81 " 227,160,000
82-83 " 228,730,000
82-83 " 230,300,000

Seeing this steadily increased expenditure on our forces under the Liberal Government it is very difficult to see the reason for the charge of starving the navy which we at present spend nearly £4,000,000 more than the Tories. With reference to the much vexed question of the adequate fortification of our Colonies the article in the *Daily Press* contradicts itself and contains its own refutation as to the responsibility for the alleged neglect rests with the present government. We are told that Lord Beaconsfield boasted of the chain of ocean fortresses possessed by England but which existed only in his own productive imagination. But why did not the late government make good the proud boast of their chief and put the colonies in a state of defence? This could not have been done in a few short weeks or months but during the six and half years when Jingis was rampant, its steps necessary for the construction of proper fortifications were not taken. The present Ministry are not much given to Jingis, but according to the testimony of Sir F. Weld they are at present giving the question their serious consideration. The new fortifications were commenced at Aden only six months after Captain Lewis completed his report. This half year's interval, a period of time the eyes of the *Daily Press*, seems to imagine that the construction of ordnance, not a few entailing great expenditure is a matter requiring proportionately less thought and consideration than the purchase of a box of hats or a new coat. The present government is condemned for this inaction and the outcome of it all was that a match was arranged between *Major* and *Shamrock* to come off on a dry course.

This was not altogether devoid of a certain amount of disadvantageous to *Shamrock*, more especially as it was arranged that he was to carry a 10.7 jockey, whereas *Major* was to be piloted by a young gentleman of the gentle and delicate weight of 0.6. Time went on, and the match was put off; then it began to rain.

INSURANCES.

THE LONDON ASSURANCE.
INCORPORATED BY ROYAL CHARTER OF
His Majesty King George the First,
A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates, payable either
here, in London, or at the principal Ports
of India, China and Australia.

Fire Department.

Policies issued for long or short periods at
current rates.

Life Department.

Policies issued for sums not exceeding
£5,000 at reduced rates.

HOLIDAY, WISE & CO.
Hongkong, July 25, 1884. 490.

LANCASHIRE INSURANCE
COMPANY:
(FIRE AND LIFE)

CAPITAL, TWO MILLIONS STERLING.

THE Undersigned are prepared to grant
POLICIES against the Risk of FIRE on
Buildings or on Goods stored thereon, or
Goods on board Vessels and on Hulls of
Vessels in Harbour, at the usual Terms and
Conditions.

Proposals for Life Assurances will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to

ARNHOLD, KARBERG & CO.,
Agents, Hongkong & Canton.

Hongkong, January 4, 1884. 100.

THE STRAITS INSURANCE COM-
PANY, LIMITED.

THE Undersigned having been appointed
AGENTS for the above Company are
prepared to GRANT POLICIES on MAHINE
RISKS to all parts of the World, at current
rates.

ARNHOLD, KARBERG & CO.

Hongkong, November 5, 1883. 855.

NOTICE.

QUEEN FIRE INSURANCE COM-
PANY.

THE Undersigned are prepared to accept
Risks on First Class Godowns at
per cent. not premium per annum.

NORTON & CO., Agents.

Hongkong, May 19, 1884. 1038.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

THE Undersigned, Agents of the above
Company, are authorized to insure
against FIRE at Current Rates.

GILMAN & CO.

Hongkong, January 1, 1882. 14.

Intimations.

HOP SHING & CO.,
ENGINEERS, BOILER MAKERS,
COPPER SMITERS, BRASS & IRON
FOUNDRIES, &c.

WEST POINT IRON WORKS.

HAVING This Day commenced Busi-
ness, are ready to undertake Works
of the above Descriptions under the Super-
vision of an EXPERIENCED EUROPEAN.

Orders executed with the utmost despatch
and at moderate terms.

24th September, 1882. 611.

NEWS FOR HOME.

The Overland China Mail.

(The oldest Mail Paper in China.)

Published at the "CHINA MAIL" Office

IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely-
printed matter.THIS Mail Issue is closely compiled from
the daily *China Mail*, is published

twice a month on the morning of

English Mail's departure, and is a full

record of each night's current news

of events in China and Japan, con-

tributed by original reporters and collated

from the journals published at the various

ports in those Countries.

It contains Shipping news from Shanghai,

Hongkong, Canton, &c., and the latest

Commercial Summary.

Subscription, 50 cents per Copy (postage
paid 82 cents) \$12 per annum (postage
paid \$12.50.)

Orders should be sent to GEO. MURRAY

BAIN, China Mail Office, 2, Wyndham
Street, not later than noon of the day the

English Mail Steamer leaves.

Terms of Advertising, same as in Daily

China Mail.

THE CHINESE MAIL.

THIS paper is now issued every day.

The subscription is fixed at Four

Dollars per annum delivered in Hongkong, or Ten Dollars Forty Cents, in-

cluding postage to Coast ports.

It is the first Chinese newspaper ever

issued under purely native direction. The

chief support of the paper is of course

derived from the native community,

among whom also are to be found the

governors and securities necessary to

place it on a business and legal footing.

The projectors, both the estimators

upon the most reliable information

from the various Ports in China and Japan,

from California, Singapore, Po-

-saigon, and other places frequented by

the Chinese—sooner themselves justified

in guaranteeing a large and ever-increasing

circulation. The advantages offered to ad-

vertisers are therefore unusually great, and

the foreign community generally will find

it to their interest to avail themselves of

them.

The field open to a paper of this descrip-

-tion—conducted by native efforts, but

progressive and anti-obstructive in tone—

is almost limitless. It is on the one hand

command Chinese belief and interest,

while on the other it deserves every aid

that can be given to it by foreigners.

Like English journals it contains Editorial

with Local, Shipping, and Commercial

News and Advertisements.

Subscription orders for the above may be

sent to

GEO. MURRAY BAIN,

China Mail Office.

Mails.



THE CHINA REVIEW.

PUBLISHED BI-MONTHLY,
EIGHTH YEAR.

THIS Review, which was intended to meet
the wants of many students of Chinese
caused by the discontinuance of "Notes and
Querries on China and Japan," has reached
its Twelfth Volume. The Review discusses
those topics which are uppermost in the
minds of students of the "Far East," and
about which every intelligent person connected
with China or Japan is desirous of
acquiring trustworthy information. It
includes many interesting Notes and original
Papers on the Arts, Sciences, Ethnology,
Folklore, Geography, History, Literature,
Mythology, Natural History, Antiquities,
and Social Customs, etc., etc.
of China, Japan, Mongolia, Tibet, and the
Far East generally. Recently a new de-
parture has been taken, and the Review now
gives papers on Trade, Commerce, and
Descriptive notes of Travel by well-known
writers. It was thought that by extending
the scope of the Review in this direction,
the Magazine would be made more generally
useful.

The Review department receives special
attention, and endeavours are made to
present a careful and concise record of
Literature on China, etc., and to give
critiques embodying sketches of the most
recent works on such topics. Authors and
Publishers are requested to forward works
to "Editor, China Review," care of China
Mail Office.

The Notes and Querries are still continued
and form an important means of obtaining
and diffusing among students know-
ledge on obscure points.

The Correspondents' column also affords
further and greater facilities for the inter-
change of views and discussion of various
topics.

Original contributions in Chinese, Latin,
or any of the Modern Languages are re-
quired. The papers are contributed by the
members of the various Consulates, the
Imperial Customs, and Hongkong Services,
and also by the Missionary bodies amongst
whom a high degree of Chinese scholarship
is assiduously cultivated. Amongst the
regular contributors are Drs. Oldmire,
Eitel, Brethesdier, Hirth, and Hans, Pro-
fessor Legge, and Messrs. Ballou, Watters,
Stott, Phillips, Macfie, Grose, Jamieson,
Faber, Kopach, Parker, Playfair,
Giles, and Pton, all well-known names,
indicative of sound scholarship and thorough
mastery of their subject.

The Subscription is fixed at \$6.50 per
annum, postage included—payable in ad-
vance.

Orders for binding volumes will be
promptly attended to. Address, "Man-
ager, China Mail Office."

BOMBAY, MADRAS CALCUTTA, AND
AUSTRALIA.N.B.—*Cargo* will be taken on through
BRAZIL, GIBRALTAR, PORT SAID,
MELBOURNE, TRIESTE, VENICE,
AND LONDON;

AND

HONGKONG.

10 a.m. on the day of sailing.

Parcels and Spices (Gold) at the Office

until 10 a.m. on the day of sailing.

For further particulars, regarding

Freight and Passage, apply to the

PENINSULAR & ORIENTAL STEAM
NAVIGATION COMPANY'S Office, Hongkong.The Contents and Value of Packages are
required to be declared prior to shipment.

Shippers are particularly requested to

note the terms and conditions of the Com-
pany's Bills of Lading.Original contributions in Chinese, Latin,
or any of the Modern Languages are re-
quired. The papers are contributed by the
members of the various Consulates, the
Imperial Customs, and Hongkong Services,
and also by the Missionary bodies amongst
whom a high degree of Chinese scholarship
is assiduously cultivated. Amongst the
regular contributors are Drs. Oldmire,
Eitel, Brethesdier, Hirth, and Hans, Pro-
fessor Legge, and Messrs. Ballou, Watters,
Stott, Phillips, Macfie, Grose, Jamieson,
Faber, Kopach, Parker, Playfair,
Giles, and Pton, all well-known names,
indicative of sound scholarship and thorough
mastery of their subject.

The Subscription is fixed at \$6.50 per
annum, postage included—payable in ad-
vance.

Orders for binding volumes will be
promptly attended to. Address, "Man-
ager, China Mail Office."

10 a.m. on the day of sailing.

Parcels and Spices (Gold) at the Office

until 10 a.m. on the day of sailing.

For further particulars, regarding

Freight and Passage, apply to the

PENINSULAR & ORIENTAL STEAM
NAVIGATION COMPANY'S Office, Hongkong.The Contents and Value of Packages are
required to be declared prior to shipment.

Shippers are particularly requested to

note the terms and conditions of the Com-
pany's Bills of Lading.Original contributions in Chinese, Latin,
or any of the Modern Languages are re-
quired. The papers are contributed by the
members of the various Consulates, the
Imperial Customs, and Hongkong Services,
and also by the Missionary bodies amongst
whom a high degree of Chinese scholarship
is assiduously cultivated. Amongst the
regular contributors are Drs. Oldmire,
Eitel, Brethesdier, Hirth, and Hans, Pro-
fessor Legge, and Messrs. Ballou, Watters,
Stott, Phillips, Macfie, Grose, Jamieson,
Faber, Kopach, Parker, Playfair,
Giles, and Pton, all well-known names,
indicative of sound scholarship and thorough
mastery of their subject.

The Subscription is fixed at \$6.50 per
annum, postage included—payable in ad-
vance.

Orders for binding volumes will be
promptly attended to. Address, "Man-
ager, China Mail Office."

10 a.m. on the day of sailing.

Parcels and Spices (Gold) at the Office

until 10 a.m. on the day of sailing.

For further particulars, regarding

Freight and Passage, apply to the

PENINSULAR & ORIENTAL STEAM
NAVIGATION COMPANY'S Office, Hongkong.The Contents and Value of Packages are
required to be declared prior to shipment.

Shippers are particularly requested to

note the terms and conditions of the Com-
pany's Bills of Lading.Original contributions in Chinese, Latin,
or any of the Modern Languages are re-
quired. The papers are contributed by the
members of the various Consulates, the
Imperial Customs, and Hongkong Services,
and also by the Missionary bodies amongst
whom a high degree of Chinese scholarship
is assiduously cultivated. Amongst the
regular contributors are Drs. Oldmire,
Eitel, Brethesdier, Hirth, and Hans, Pro-
fessor Legge, and Messrs. Ballou, Watters,
Stott, Phillips, Macfie, Grose, Jamieson,
Faber, Kopach, Parker, Playfair,
Giles, and Pton, all well-known names,
indicative of sound scholarship and thorough
mastery of their subject.

The Subscription is fixed at \$6.50 per
annum, postage included—payable in ad-
vance.

Orders for binding volumes will be
promptly attended to. Address, "Man-
ager, China Mail Office."

10 a.m. on the day of sailing.

Parcels and Spices (Gold) at the Office

until 10 a.m. on the day of sailing.

For further particulars, regarding

Freight and Passage, apply to the

PENINSULAR & ORIENTAL STEAM
NAVIGATION COMPANY'S Office, Hongkong.The Contents and Value of Packages are
required to be declared